

I-795 at Dolfield Boulevard/ Pleasant Hill Road Interchange Study

Welcome

At this Hearing, you can:

- **Get information on the study**
- **Ask questions**
- **Learn about improvements being considered**
- **Give Testimony**

I-795 at Dolfield Boulevard/ Pleasant Hill Road Interchange Study



Project Background

- Feasibility Study completed – May 2006
- Study began – April 2008
- Alternates Public Workshop – October 2008
- Alternatives Retained for Detailed Study – April 2009

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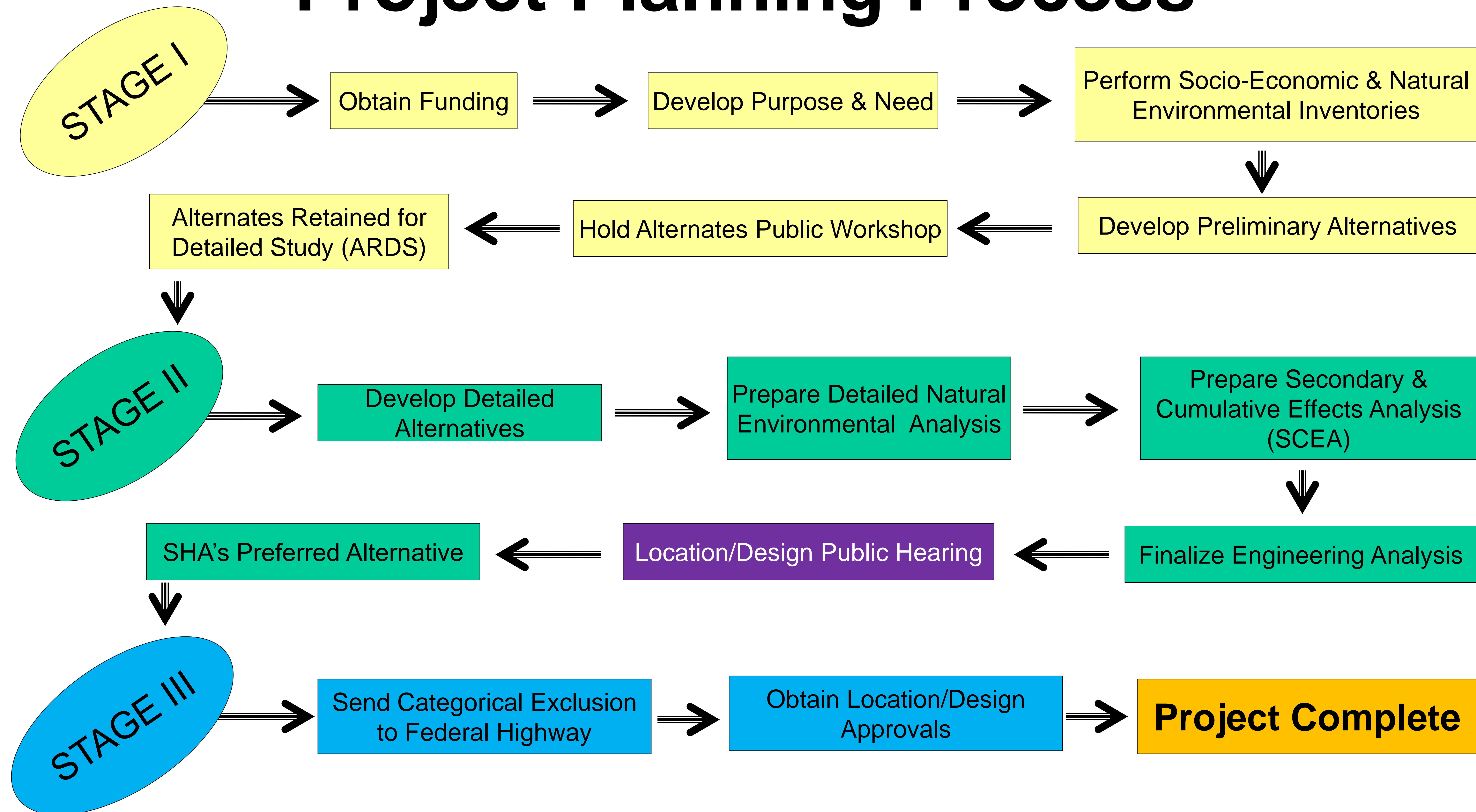


WHY IS THE PROJECT NEEDED?

- To provide improved access to planned growth and employment corridor along Red Run Blvd.
- To improve vehicular, transit, pedestrian, and bicycle accessibility at selected intersections
- To provide safety and capacity improvements along I-795

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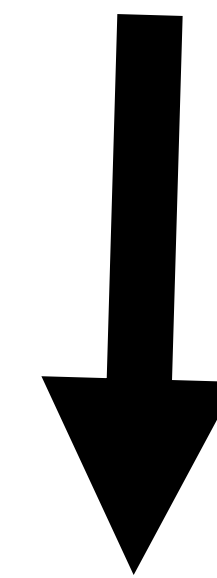
Project Planning Process



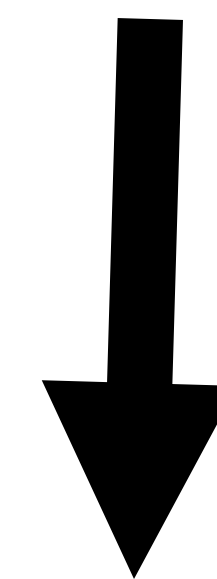
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Highway Development Process

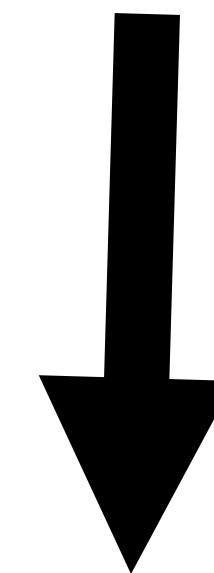
PROJECT PLANNING*



FINAL DESIGN



RIGHT-OF-WAY



CONSTRUCTION



**The project is only funded for this phase.*

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Traffic Summary

- Currently, most segments of I-795 in the study area operate at an acceptable level of service
- By 2030 with no improvements made to the roadway network the majority of segments will fail during the morning or afternoon peak period
- All build alternatives improve mainline I-795 in 2030
- Nine local intersections were analyzed to determine the effects of a new interchange
- Preliminary analysis indicates that 7 of 9 intersections will improve in 2030 as a result of a new interchange
- Dolfield Blvd at Red Run Blvd., Dolfield Blvd. Extended at Tollgate Road, Redland Court at Red Run Blvd., and Tollgate Road at Hewitt Farms Road will be upgraded as part of any new interchange alternative

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Traffic Simulation

- Travel Forecasting used CORSIM modeling to analyze future traffic operations
- Simulations of the following 8 locations are being shown for 2030 Peak conditions:
 - I-795 NB Mainline, South of Owings Mills Blvd. (PM)
 - I-795 NB Merge from Owings Mills Metro Station (PM)
 - I-795 NB Mainline, North of Owings Mills Blvd. (PM)
 - New Interchange at Dolfield Blvd. (PM)
 - I-795 SB Mainline, North of Franklin Blvd. (AM)
 - Owings Mills. Blvd at Red Run Blvd. (PM)
 - Dolfield Blvd. at Red Run Blvd. (PM)
 - Dolfield Blvd. Extended at Tollgate Rd. (PM)

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Mainline Level of Service

Roadway Segment	No-Build				Build Alternatives				
	2007 Existing		2030		TSM/TDM	Partial Interchange		Full Interchange	
	NB AM(PM)	SB AM(PM)	NB AM(PM)	SB AM(PM)	AM(PM)	NB AM(PM)	SB AM(PM)	NB AM(PM)	SB AM(PM)
South of Owings Mills Blvd.	C (E)	D (C)	C (F)	F (D)	-	C (D)	D (C)	C (D)	D (A)
Merge from Owings Mills Blvd.	-	P (P)*	-	F (F)*	-	-	P (P)*	-	P (P)*
Diverge to Owings Mills Blvd.	P (P)*	F (B)	P (F)*	F (B)	-	P (P)*	P (P)*	P (P)*	P (P)*
Merge from Ramp 10	B (D)	-	B (F)	-	-	B (E)	-	B (E)	-
Merge from Owings Mills Blvd. EB	B (D)	-	B (F)	-	B(F)	B (F)	-	B (D)	-
Merge from Owings Mills Blvd. WB	B (F)	-	B (F)	-	B(F)	P (P)*	-	P (P)*	-
North of Owings Mills Blvd.	B (F)	E (B)	B (F)	F (B)	-	B (D)	D (B)	B (D)	D (B)
Diverge to Dolfield Blvd. +	-	-	-	-	-	P (P)*	-	P (P)*	D (B)
Merge from Dolfield Blvd. +	-	-	-	-	-	-	P (P)*	B (E)	P (P)*
North of Dolfield Blvd. +	-	-	-	-	-	B (E)	E (B)	B (E)	E (B)
Merge/Diverge at Franklin Blvd. EB	B (F)	D (B)	B (F)	F (B)	P(F)	B (D)	D (B)	B (D)	D (B)
Merge/Diverge at Franklin Blvd. WB	A (D)	D (B)	B (F)	F (B)	B(F)	A (C)	D (B)	B (D)	D (B)
Merge from Franklin Blvd.	B (D)	-	B (F)	-	B(F)	B (D)	-	B (D)	-
Diverge to Nicodemus Rd.	-	D (B)	-	F (B)	-	-	D (B)	-	D (B)
North of Franklin Blvd.	A (D)	D (A)	B (F)	F (B)	B(F)	B (D)	D (A)	B (D)	D (A)

*For major merges and diverges, analysis is limited to a pass/fail (P/F) rating

** Full Interchange is Alternative 4B and 4C

+ New ramp or mainline segment

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Intersection Level of Service

Intersection	2007 LOS (AM/PM) V/C	No-Build 2030 LOS (AM/PM) V/C	TSM/TDM 2030 LOS (AM/PM) V/C	Partial Interchange (AM/PM) V/C	Full Interchange (AM/PM)
Franklin Blvd. at Nicodemus Rd.	B (A) 0.68(0.38)	B (A) 0.70(0.53)	B (A) 0.70(0.53)	B (A) 0.68(0.49)	B (A) 0.64(0.41)
Franklin Blvd. at Church Rd.	A (A) 0.56(0.41)	B (A) 0.67(0.55)	B (A) 0.67(0.55)	B (A) 0.65(0.55)	A (A) 0.58(0.49)
Red Run Blvd. at Dolfield Blvd./Pleasant Hill Rd.	A (D) 0.61(0.82)	F (F) 1.08(1.52)	F (F) 1.08(1.52)	D (C) 0.86(0.76)	D (D) 0.83(0.88)
Dolfield Blvd./Pleasant Hill Rd. at Tollgate Rd. *Intersection is being closed under Alts. 3C and 4C	A (A) 0.43(0.44)	A (A) 0.59(0.57)	A (A) 0.59(0.57)	A (A) 0.59(0.55)	C (D) 0.77(0.87)
Dolfield Blvd./Pleasant Hill Rd. at Church Rd.	A (A) 0.31(0.33)	A (A) 0.38(0.42)	A (A) 0.38(0.42)	A (A) 0.37(0.48)	A (A) 0.56(0.56)
MD 140 (Reisterstown Rd.) at Dolfield Blvd.	A (C) 0.46(0.74)	B (E) 0.71(0.91)	B (E) 0.71(0.91)	C (D) 0.79(0.90)	C (D) 0.81(0.89)
MD 140 (Reisterstown Rd.) at Pleasant Hill Rd.	A (A) 0.48(0.58)	A (B) 0.53(0.66)	A (B) 0.53(0.66)	A (A) 0.57(0.56)	A (A) 0.56(0.56)
Red Run Blvd. at Owings Mills Blvd.	C (D) 0.72(0.89)	E (F) 0.98(1.17)	D(E) 0.83(0.99)	D (F) 0.91(1.02)	D (E) 0.87(0.97)
Owings Mills Blvd. at Dolfield Rd.	D (E) 0.88(0.98)	F (F) 1.05(1.21)	F (F) 1.05(1.21)	E (F) 0.98(1.12)	E (F) 0.97(1.10)
Red Run Blvd. at I-795 Ramp	-	-	-	A (B) 0.49(0.72)	B (C) 0.65(0.81)
Tollgate Rd. at I-795 Ramp	-	-	-	A (A) 0.50(0.40)	A (A) 0.52(0.41)

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Alternatives Under Consideration

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management/
Transportation Demand Management (TSM/TDM)
- Alternative 3B - Partial Interchange – Single Ramp
- Alternative 3C - Partial Interchange – Relocated Tollgate Rd.
- Alternative 4B - Full Interchange - Single Ramp
- Alternative 4C - Full Interchange – Relocated Tollgate Rd.

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Interchange Alternatives

Common Features:

- Provide third through lane on I-795 in each direction from Painters Mill Rd. bridge to the Franklin Blvd. interchange
- Provide fourth auxiliary lane in each direction between the proposed Dolfield Blvd./Pleasant Hill and Owings Mills Blvd. interchange
- Widen existing Pleasant Hill Rd. overpass to match the lane configuration of Dolfield Blvd. Extended
- Make improvements to Tollgate Rd.
- Make improvements to selected intersections as needed

Differences:

- Type and design of interchange at I-795 and Dolfield Blvd. Extended

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Alternative 1 - No-Build

- No major improvements are proposed under the No-Build Alternative. Minor short-term improvements would occur as part of normal maintenance and safety projects

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Alternative 2 - TSM/TDM

- Widen bridge over I-795 with sidewalk/bikeway improvements
- Add a third through lane
- Improve intersection at Owings Mills Blvd. and Red Run Blvd., including traffic signals, signing and pavement markings, and crosswalk improvements
- Coordination with the Maryland Transit Administration for improvements to- and from- the MTA Park and Ride facilities at the Owings Mills Metro Station and new and future Transit-Oriented Development sites

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Alternative 3B - Partial Interchange Split Ramp

- Northbound off-ramp at Tollgate Rd. in a split-ramp configuration
- Southbound on-ramp at Redland Court and Red Run Blvd.
- Local road improvements include
 - Tollgate Rd. between Dolfield Blvd. Extended and Hewitt Farms Rd. at northbound off-ramp
 - Dolfield Blvd./Pleasant Hill Rd. at Tollgate Rd.
 - Owings Mills Blvd. at Red Run Blvd.

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Alternative 3C - Partial Interchange Relocated Tollgate Road

- Northbound off-ramp onto Dolfield Blvd/Pleasant Hill Rd.
- Southbound on-ramp from Redland Court and Red Run Blvd.
- Local road improvements include Tollgate Rd. between Dolfield Blvd. Extended and Hewitt Farms Rd.

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Alternative 4B - Full Interchange Split Ramp

- Split Northbound off-ramp at Tollgate Rd. between Hewitt Farms Rd. and Dolfield Blvd. Extended
- Northbound on-ramp at Tollgate Rd. and Dolfield Blvd. Extended
- Southbound off- and on-ramps at Redland Court and Red Run Blvd.
- Local road improvements include Tollgate Rd. between Dolfield Blvd. Extended and Hewitt Farms Rd.

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Alternative 4C - Full Interchange Relocated Tollgate Road

- Northbound on- and off-ramps at Dolfield Blvd./Pleasant Hill Rd.
- Southbound off and on-ramps at Redland Court and Red Run Blvd.
- Local road improvements include Tollgate Rd. between Dolfield Blvd. Extended and Hewitt Farms Road

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Environmental Considerations

- Property Impacts
- Parks, Religious Facilities, Schools
- Historic Properties, Archeological Sites
- Wetlands, Streams, Woodlands, and Floodplain

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Potential Environmental Impacts And Costs

Impact Types	No-Build Alternative 1	TSM Alternative 2	Partial Interchange Alternative 3B	Partial Interchange Alternative 3C	Full Interchange Alternative 4B	Full Interchange Alternative 4C
Displacements (number)						
Residential	0	0	1	1	1	1
Business/Commercial	0	0	0	1	0	1
TOTAL	0	0	1	2	1	2
Properties Impacted (number)						
Residential	0	6	11	13	11	13
Business/Commercial	0	8	13	13	13	13
Parkland	0	0	0	0	0	0
Place of Worship/School	0	1	1	1	1	1
Historical/Archeological	0	0	0	0	0	0
TOTAL	0	15	25	27	25	27
Right-of Way Area Required (acres)						
Residential	0	4	5	5	5	5
Business/Commercial	0	19	20	20	20	20
Parkland	0	0	0	0	0	0
Place of Worship/School	0	2	2	2	2	2
Historical/Archeological	0	0	0	0	0	0
TOTAL	0	25	27	27	27	27
Natural Environmental Impacts						
100 - Year Floodplain Affected (acres)	0	0	0.6	0.6	0.6	0.6
Wetlands Affected (acres)	0	0.4	0.5	0.5	0.5	0.5
Streams (linear ft)	0	62	482	482	482	482
Woodlands Affected (acres)	0	47	51	51	53	53
Cost Ranges (Millions)	\$0	\$150 - \$170	\$190 - \$210	\$190 - \$210	\$190 - \$210	\$200 - \$220

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Addressing Community Concerns

The project team has met with the Owings Meadows Community about its concerns and will continue to work with the community in the future.

Concern

- ☐ Difficulty accessing Reisterstown Rd. from Pleasant Hill Rd. because of sight distance
- ☐ Increased traffic and impaired access in/out of driveways and streets along Tollgate Rd.
- ☐ Increased traffic along Pleasant Hill Rd.
- ☐ Difficult pedestrian access along Tollgate Rd. to Pleasant Hill Rd. bridge from Relocated Tollgate Rd.
- ☐ Loss of trees as a visual/noise buffer

Potential Response

- ✓ Will coordinate with Baltimore County to determine if the closure of Pleasant Hill Rd. at Reisterstown Rd. is feasible.
- ✓ No exiting interstate traffic along Tollgate Rd. with Alternatives 3C and 4C.
- ✓ Less traffic along Pleasant Hill Rd. with possible dead end or other access restrictions at Reisterstown Rd.
- ✓ Will include sidewalks along Tollgate Rd. or walk-way to Pleasant Hill Rd. bridge for Alternatives 3C and 4C
- ✓ Possible landscaping and noise abatement along Tollgate Rd. near Pleasant Hill Rd.

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Frequently Asked Questions

Q. Is this the Dolfield Boulevard Extended Project?

A. No, Dolfield Boulevard Extended is a Baltimore County Project, which includes a four-lane divided roadway on new alignment extending from Lyons Mills Road to Reisterstown Road.

Q. Is my property going to be affected?

A. Currently, each build alternative does affect some residential and business properties. The maps show worse case impacts under each alternative. During the next stage of studies, we will make every attempt to minimize impacts.

Q. How is a preferred alternative selected?

A. We evaluate and consider comments received from the public and environmental agencies, as well as costs, environmental and community impacts in order to determine which alternative gets carried forward to design.

Q. Are the proposed alternative improvements consistent with the Baltimore County's Master Plan?

A. This project is consistent with the goals and objectives of both local and regional Master Plan for Baltimore County. The proposed improvements has been in the Master Plan for over 20 years.

Q. When will construction start?

A. At this time, this project is funded for Project Planning only. Funding for Final Design, Right-of-Way Acquisition and Construction has not been established yet. If funding becomes available for future phases (Final Design, Right-of-Way and Construction), the earliest date construction could begin will be in approximately 5 to 7 years.

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Area Projects

Baltimore County

- Dolfield Blvd. Extended
- Owings Mills Blvd. Extended

MTA

- Owings Mills Metro – Transit-Oriented Development

SHA

- Reisterstown Rd. (MD 140) - from Garrison View Rd. to Owings Mills Blvd.

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Remaining Steps in the Project Planning Process

Summer 2009

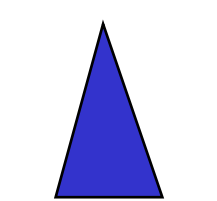
- Evaluate and address Public Hearing comments and coordinate with the State and Federal Environmental review and regulating agencies

Fall 2009

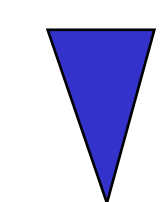
- SHA Selects Alternative

Spring 2010

- Study is Complete – Project Planning Ends



Public Input Throughout



Note: This project is currently funded for the Project Planning and phase only. Funding for Final Design, Right-of-Way Acquisition and Construction has not been allocated at this time.